

L. DYE.
POLE DUMPING CAR.
APPLICATION FILED NOV. 14, 1912.

Patented May 27, 1913.

2 SHEETS-SHEET 1.

1,062,956.

Fig. 1.

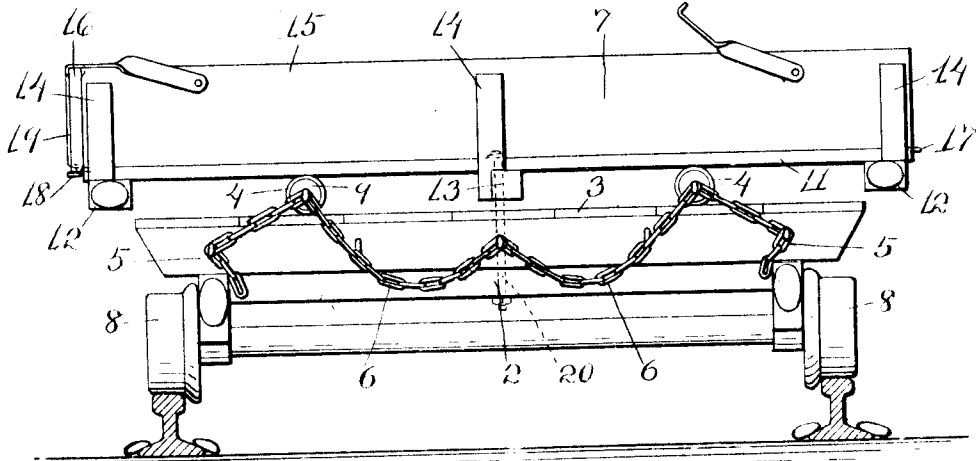
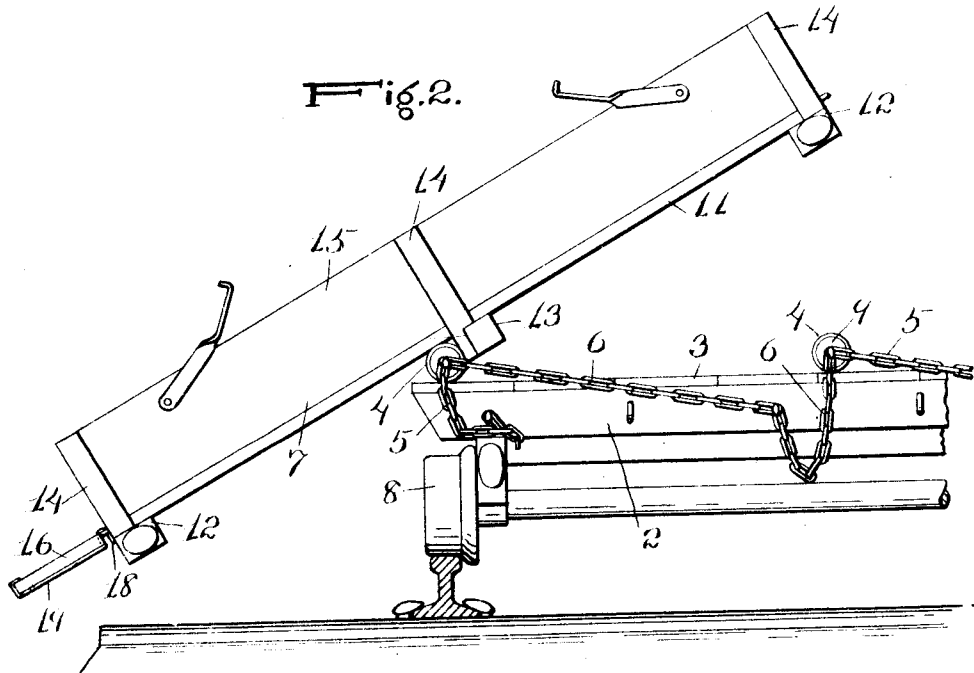


Fig. 2.



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Fig. 3.

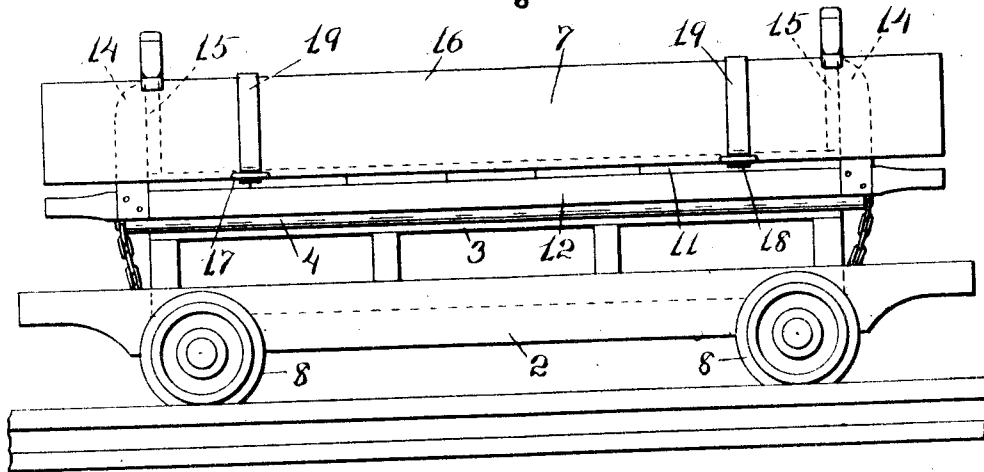
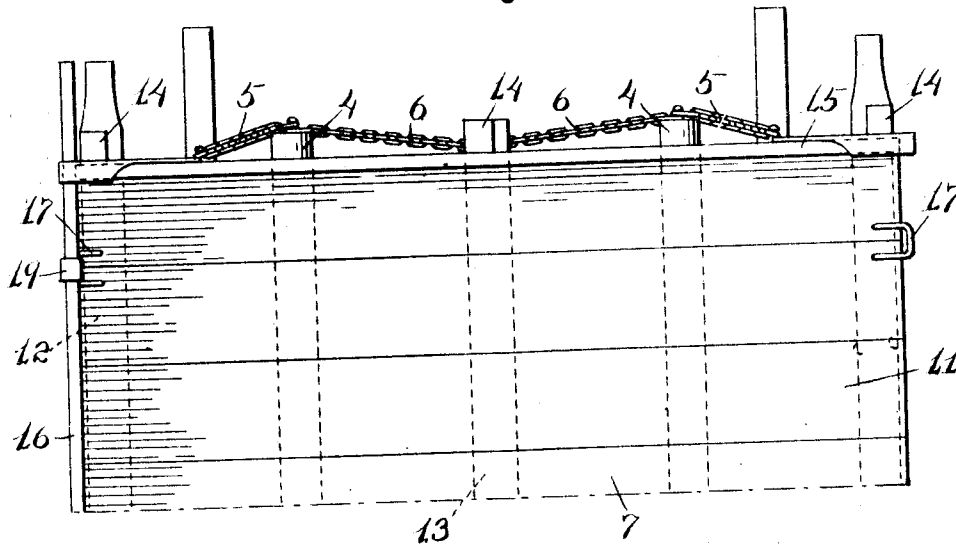


Fig. 4.



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UNITED STATES PATENT OFFICE.

LILBURN DYE, OF ST. PAUL, VIRGINIA, ASSIGNOR OF ONE-HALF TO JAMES D. CLEEK,
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POLE DUMPING-CAR.

1,062,956.

Specification of Letters Patent.

Patented May 27, 1913.

Application filed November 14, 1912. Serial No. 731,361.

To all whom it may concern:

Be it known that I, LILBURN DYE, a citizen of the United States, resident of St. Paul, in the county of Wise and State of Virginia, have made a certain new and useful Invention in Pole Dumping-Cars; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is an end view of a car having my invention applied thereto. Fig. 2 is a similar view with the bed in dumping position. Fig. 3 is a side view of a car having my invention applied thereto. Fig. 4 is a partial plan view of the same.

The object of the invention is to provide a durable and easily operated pole dumping car; and it consists in the novel construction and combinations of devices, as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the numeral 2 represents the car frame or truck, which is provided with a guard platform 3, upon which operate longitudinal rollers 4, which are detachably connected to the truck by holding chains 5 and limiting chains 6, lag bolts or bolts having bar heads being used.

The car frame or truck 2 is supported upon wheels 8, and is provided with a sill-supported platform 3, having a plane surface and being designed to form the bearing for the rollers 4. These rollers are preferably made tubular, or of pipe iron, and are a little longer than the platform. The ends of the pipe rollers are provided with hard wood plugs 9, and each plug is provided with a central lag bolt which projects from the plug for the attachment of the chains.

The pole dumping bed 7 consists of the board bottom 11, extended side sills 12, middle sill 13, end braces 14, end boards 15 and hinged side board 16. The bed bottom 11 is about as wide as the truck platform, the side sills extending about one foot beyond each end of the bed and being fashioned to serve as handles for lifting the dumping bed. Usually the width of the bed is six feet, six inches. The braces 14 are secured

solidly in the sills, and the end boards 15 are fastened securely to the braces.

The sills of the dumping bed extend longitudinally or at right angles to the sills of the truck, and the pipe rollers are parallel to each other and to the sills of the dumping bed, a pipe roller being located between each side sill and the middle sill. The diameter of the pipe roller is greater than the thickness of the sills, being usually about four inches, so that the sills of the dumping bed are supported by the pipe rollers clear of the truck platform.

To the middle of the end sill of the truck frame at each end of the car are connected chains 6, whereof the outer ends are connected to the lag bolts of the roller plugs. Each of these chains is designed to be of limited and proper length to allow the pipe roller to move on the truck platform to near the edge of the latter, in which position it forms a pivot, operating against the middle sill of the bed, to facilitate the tipping of the latter in dumping its contents at the side of the road. The normal position of each pipe roller is about half way between the middle sill and the side sill of the bed bottom, where it is designed to support the load to the best advantage. In order to keep the pipe rollers in position during transportation, short chains 5 are employed, these being connected to the truck frame and to the lag bolts of the pipe rollers. These lag bolts may have heads of bar form, so that the links of the chains may be easily connected thereto or detached therefrom.

The sides of the bed bottom are provided with staples 17, to engage hook ends 18 of the straps 19 of the side board 16, the straps and staples forming string hinges whereby the side board is connected to the side of the dumping platform in a strongly braced manner. When loading the dumping bed the side board is secured in upright position by means of hook latches engaging the upper margin of the side board. When the load is to be discharged the latches are lifted, to allow the side board to fall to horizontal position, in which it provides an additional part or extension of the dumping bed at the side of the road, to clear the ballasting or margin of the embankment of the road.

When the car is to be carried any great

distance, or over a rough road, the dumping bed may be secured to the truck by means of a steady bolt or fastening 20, which can be easily disconnected when the car arrives at the place of use. The dumping bed is capable of being readily detached from the platform truck, and can be lifted off and replaced upon the truck when so required.

10 Should it be required to discharge the load in the middle of the track instead of on the sides, the bearing rollers may be arranged on the truck platform in transverse position, the limiting chains being in this case suitably connected to the sides of the car frame or truck. And in order to prevent the truck from rearing or tipping up on its wheels, a detachable drop hook should be provided in connection with the truck to be hooked under the rail.

20 Having described the invention, what I claim and desire to secure by Letters Patent is:

25 1. In a dumping car, a platform truck, a dumping bed having a middle sill and extended side sills, a bearing roller parallel to and between said middle sill and each side

sill, and holding chains and limiting chains connected to said truck and said rollers.

2. A dumping bed for a platform truck, 30 said bed consisting of a bottom having a middle sill and extended side sills, a bearing roller parallel to and between each side sill and the middle sill, limiting chains, and holding chains detachably connected to said 35 bearing rollers.

3. A dumping bed for a platform truck, said bed comprising a bed bottom, a middle sill and side sills, a bearing roller parallel to and between each side sill and the middle 40 sill, end boards, a detachable hinged side board and detachable limiting chains.

4. In a dumping car, a platform truck, a dumping bed having a middle sill and side sills, bearing rollers between the truck plat- 45 form and dumping bed, and detachable chains connecting the rollers to the platform truck.

In testimony whereof I affix my signature, in presence of two witnesses.

LILBURN DYE.

Witnesses:

STEPHEN BROADWATER,
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